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**PHOTOGRAPHIC
INTERPRETATION
REPORT**

**NATIONAL PHOTOGRAPHIC
INTERPRETATION CENTER**

**RIVER CROSSING ACTIVITY
EGYPT**

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AUGUST 1971

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EGYPT

INTRODUCTION

1. Activity associated with river crossing operations has been observed at 14 locations in Egypt during June and July 1971 (Figure 1). This activity consisted of concentrations of river crossing equipment, river crossing training and training sites, and the preparation of possible crossing points along the Suez Canal.

BASIC DESCRIPTION

Concentrations of Equipment

2. Concentrations of river crossing equipment have been identified at four locations along the Nile River and at a dispersal area in the Cease-fire Zone. Following are descriptions of each of these concentrations.

3. A large concentration of equipment was newly identified at Cairo Military Complex NW [redacted] (item 1, Figure 1 and Figure 2). This installation is 10 nautical miles (nm) northwest of Cairo at 30-11N 031-07E. It contains two river crossing training sites, two major barracks areas, and three smaller bivouac areas. River crossing equipment observed at the two training sites included the following items:

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- 1 ponton bridge of 40 ponton sections (in the river)
- 80 ponton sections on carriers
- 11 small ponton sections
- 10 possible GSP heavy ferries
- 5 possible tracked amphibians
- 12 powerboats
- Numerous trucks

4. The second concentration of equipment was observed at Cairo Military Barracks and Engineer Training Area [redacted] 11 nm south-southwest of Cairo at 29-52N 031-17E (item 2, Figure 1). Equipment observed included the following items:

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- 50 probable TPP/TMP ponton sections (on carriers)
- 6 powerboats (in the water)
- 11 probable bailey bridges
- 1 RMM-4 steel bridge

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1 sixteen-ton ponton raft (in the water)
80 ponton sections

5. The third concentration of equipment was observed at Cairo Barracks and Army Supply Depot Hulwan [REDACTED] 10.5 nm south-southeast of Cairo at 29-52N 031-18E (item 3, Figure 1). Equipment observed consisted of 110 stacks of ponton sections.

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6. The fourth concentration of equipment was observed at Cairo Engineer Training Area South [REDACTED] 7.5 nm south-southeast of Cairo at 29-54N 031-17E (item 4, Figure 1). Equipment observed included the following items:

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2 probable TPP/TMP 16-ton ponton rafts
2 probable TPP/TMP sections on carriers
80 ponton sections
5 powerboats

7. The fifth concentration of equipment was observed within the Cease-fire Zone, 25 nm west of the Suez Canal at 30-35N 031-49E (item 5, Figure 1 and Figure 3). This concentration was field dispersed in vehicle revetments when first observed on [REDACTED] and the revetments remained occupied [REDACTED] [REDACTED] Equipment identified in January 1971 included the following items:

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26 TPP/TMP ponton sections on the carriers
23 TPP/TMP ponton sections on the ground
9 probable TPP/TMP transporters without pontons
4 probable powerboats

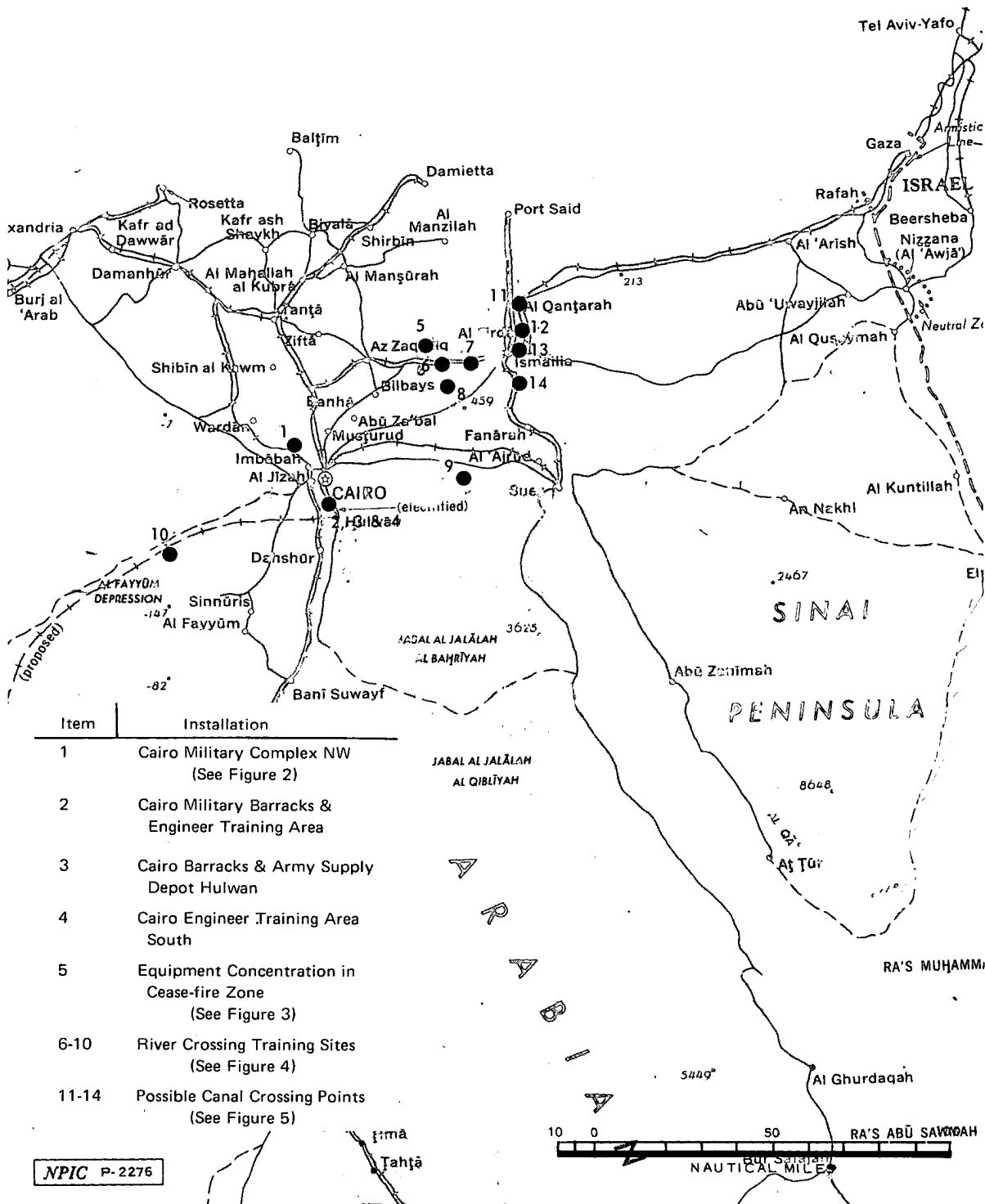
River Crossing Training and Training Sites

8. River crossing training sites designed to simulate conditions along the Suez Canal have been observed at five locations. Four of these were in the Cease-fire Zone and the fifth was near Al Fayyum. Each of the sites contained mockups of Israeli strongpoints. Two of the sites appeared to be configured for ponton training, two for tracked vehicle training, and one for infantry training. Each of the five sites is described in the following paragraphs.

9. The first training site was probably being used for infantry assault training. It is 23 nm west of Suez at 30-02N 032-05E (item 9, Figure 1 and Figure 4). The pattern of this site is illustrative of the pattern observed at all five of the training sites. It consisted of two Israeli strongpoint mockups,

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a simulated Suez Canal, and Egyptian trench networks.

10. The second and third training sites were probably being used for tracked vehicle training. One of these sites is 33 nm northwest of Al Fayyum at 29-42N 030-25E (item 10, Figure 1). The other is 23.5 nm west-southwest of Al Ismailiyah at 30-24N 031-51E (item 8). These sites lacked the trench networks seen at the other training sites. Extensive track activity was observed at both locations.

11. The fourth and fifth training sites were being used for ponton training. Both sites are on the Sweet Water Canal, one being 23 nm west of the Suez Canal at 30-33N 031-51E (item 6, Figure 1) and the other 10 nm west of the Suez Canal at 30-33N 032-06E (item 7). River crossing equipment was observed only at the site 23 nm west of the Suez Canal. Both sites contained Israeli strongpoint mockups and graded access ramps on the bank of the Sweet Water Canal.

Possible Canal Crossing Points

12. Preparation of possible canal crossing points has been observed at four locations along the Suez Canal. The locations are as follows:

a. One nm south of Al Qantara between 30-48-45N 032-19-00E and 30-50-40N 032-18-55E (item 11, Figure 1).

b. Six nm northeast of Al Ismailiyah between 30-39-00N 032-19-45E and 30-42-45N 032-20-35E (item 12).

c. Two nm northeast of Al Ismailiyah at 30-36-50N 032-19-10E (item 13).

d. Seven nm south-southeast of Al Ismailiyah between 30-31-20N 032-19-50E and 30-26-20N 032-21-05E (item 14).

13. Preparation of the possible crossing points has consisted of the construction of graded access ramps on the western (Egyptian) bank of the Suez Canal, the improvement of approach roads to the Suez Canal, and the improvement of Egyptian fortifications at each of the locations.

14. Two types of graded access ramps have been constructed. One type slopes down to the water's edge at a right angle from the north-south highway which is immediately west of and parallel to the Suez Canal. The other type consists of a larger

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rectangular graded area which slopes down to the canal from a point midway between the north-south highway and the canal. Forty-two small and 21 large access ramps have been identified at the four possible crossing points.

15. Approach roads connect the access ramps to existing vehicle concentration areas which could be used as equipment assembly areas. Existing approach roads have been widened and graded to provide faster mobility between rear areas and the canal. At several locations additional approach roads have been newly constructed. Also, a new north-south road has been constructed immediately west of the existing highway paralleling the Suez Canal. An earth embankment separates the two roads, providing protection from the east for vehicles traveling the new road.

16. Improvement of fortifications in the four possible crossing points has included the addition of foxholes, trenches, and weapons positions.

17. The access ramps and fortifications at the four possible crossing points were not present [redacted]. At least one of the four ramp areas was present [redacted]. [redacted] The small-scale of the available photography of the areas concerned precludes a determination of the time that improvement of the approach roads began.

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18. A photograph of the possible crossing point which is 7 nm south-southeast of Al Ismailiyah (item 14, Figure 1) is presented on Figure 5. Possible river crossing preparations observed at this point are representative of those at the other three points.

SUMMARY

19. The Egyptians have been working to improve their capability to cross the Suez Canal. Activity associated with all aspects of canal crossing has been observed. More than 650 pieces of river crossing equipment have been concentrated along the Nile River and on the western edge of the Cease-fire Zone. This equipment includes 104 probable TPP/TMP sections, at least 400 ponton sections, 27 powerboats, one RMM-4 steel bridge, 11 probable bailey bridges, ten possible GSP heavy ferries, and five possible tracked amphibians. River crossing training sites have been established at four locations in the Cease-fire Zone and one location west of the Nile River, and possible canal

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crossing points have been constructed at four locations on the west bank of the Suez Canal.

REFERENCES

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MAPS OR CHARTS

ACIC Chart, Series 200, Sheets 0447-7, 0447-11, & 0447-12, scale 1:200,000

REQUIREMENT

NPIC/IEG/WGD/MEAFAB Project 120104NG

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